

BYE-ELECTIONS
AWAITED WITH
MUCH INTEREST

**Five Contests Today in Feder
Constituencies; Two Accla-
mations Given**

THE VACANCIES

son of Death of Sitting Members

OTTAWA, Oct. 26.—In political circles the result of the first federal election was a foreboding omen.

are awaited with more than ordinary interest. According to latest advices received here, the election of Ernest Lapointe, Quebec East, and W. J. Kennedy, the U.F.O. candidate in Glengarry and Stormount, is believed to be a near-certain thing.

The race in Charlton county, Ga., where Colonel Melville, the Unionist candidate, entered the field at a late date against T. W. Caldwell, the P. O. candidate is believed here to be a very close one. Unionist members from the Maritime provinces co-operated with the election in the

consequence do not claim anything more than a good fighting chance because of the fact that Mr. Caldwell is likely to secure the great bulk of the Liberal vote. They say the government could have carried the seat had a strong candidate been put in there. Caldwell, we are told, is a

members of the cabinet, Mr. Arthur Meighen, Hon. G. D. Robertson and Hon. P. E. Blondin, address meetings in the constituency on Friday and Saturday in the interests of the Unionist candidate.

situation in Victoria, where Hon. J. S. F. Tolmie, the new minister of agriculture, seeks re-election, but it is understood that telegrams received during the course of the past few days have indicated that fight in the British Columbia capital has been

In northern Ontario, where voting was to have taken place tomorrow, the contest has been deferred on account of the death, subsequent to his nomination, of Mr. James Cowan, the Unionist candidate.

The vacancies in Quebec East and Glengarry-Stormont, and north of Ontario and Prince were caused by the death of the sitting members. Kin

life; Carleton-Victoria, on the appointment of Hon. E. B. Carver, former minister of public works, as the chairmanship of the board of railway commissioners. The name of J. G. Turriff to the senate was

**PRESIDENT B. OF L. F.
AND F. GIVES NOTICE**

Says Brotherhood Won't Observe Pending Anti-Strike Legislation if Enacted

WASHINGTON, Oct. 26.—Timothy Shea gave notice to congress tonight that the brotherhood of locomotive firemen and engineers of which he president, would not observe pending anti-strike legislation if enacted.

Such an attempt to single out railway employees and deprive them what he termed the economic rights of the workers to strike to prove injustice, must be accepted, he said in connection with other information which the railroad brotherhoods had

reads contemplate a general reduction in wages when the government surrenders control and desires such measure to forestall a strike.

Mr. Shea said that such a law was almost certain to precipitate revolution.

W. R. MOTHERWELL
SUPPORTED BY HONS
OLIVER AND SCOT

Workers on Both Sides Look a Vote of About 12,000

opening within a few hours, inter-
in the outcome of the Assinibloia
is intense. W. R. Motherwell in
closing week of the campaign
supported by Hon. Frank Oliver
Hon. Walter Scott in the West.

also campaigned vigorously. The weather of the last week has been exceptionally cold and this has marred attendance at meetings. The workers on both sides look for a vote of about 12,000 to be polled.

LUMBER CAMPS IN MOUNTAINS COULD DO WITH MORE HELI

**Log-Out This Winter and Come
Summer May Be Seriously
Curtailed**

mountains that could not use men at bush work, states I. R. Po, secretary of the Mountain Lumber manufacturers' association and under the influx, now overdue, of harvest from the prairie helps out the situation. The lumber cut this season was

and the timber cut the following summer will be seriously curtailed. This year's lumber cut is shorter than last year's because of the labor shortage, which so far has not shown any improvement.

COMMUNITY LEAGUE IS TO TAKE ACTION

Residents of Westgrove and Jasper Place to Have City Investigation

The 12nd street community league believe that the people who travel on the Athabasca avenue car line are in a similar danger of meeting a similar fate as those of the 12th street car line who might have lost their lives when the street car tumbled over into the ravine on Tuesday, because of faulty tracks which had been neglected for years per repair by the city. They believe that the prime cause of the accident was the poor condition of the tracks and rails at that place. They believe the Jasper Place school on Saturday night, to let the city commissioners hear from them in no uncertain tone. One of the 12th street car line, the Jasper Place who use the car, demand that the track be repaired immediately, and that a public investigation be made to determine the responsibility for the accident. Their resolution, passed with great unanimity after a thorough discussion of the situation, will be presented to the city council on the following

"We believe that a defective track or highway was the direct cause of the accident. We demand that that defect be repaired at once. We further

That the league was unanimous in its opinion that Motorman McLennan was not responsible for the accident is evidenced by a most hearty resolution of confidence in him, which was passed as follows: "We express our confidence in Mr. McLennan's ability as a driver. We know him to have been most careful at all times, and one who went on the principle of 'safety first' for his passengers. He was always kind to and considerate of the school children he carried at all times."

might be no side-stepping or side-tracking the issue on the part of the authorities appointed a committee to represent the community's interests to

the citizens' viewpoint and to be present at the public investigation. This committee consisted of Laurence Cairns, lawyer; Mr. Hull, president of the league and H. P. Brown, the sec-

The league further announced their commitment to secure the services of the best procurable engineer who would examine the bridge and track where the accident occurred and also

The meeting was largely attended by residents of Westgrove and Jasper Place and by all who patronize the 142nd street car service. Opinions were freely expressed as to the city's attitude toward the condition of the tracks before and since the accident. Indignation was expressed upon the authorities for not heeding the league's request some months ago to have the track repaired at the very

They also believe that it is an intolerable condition of affairs that the track was not immediately repaired after the accident occurred. Passengers on that line especially women and chil-

which endangered the lives of their fellow citizens, with feelings of dread, was the opinion expressed by many

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PERSONALS, MEETINGS, CLUB ACTIVITIES, WEDDINGS AND SOCIAL EVENTS

LDREN

Review of the Past Week At Edmonton Stockyards

Review of live stock on the Edmonton stockyards has been made this week during the past week. The owners got a fair price for their stock, and the buyers got a fair price for their stock. The market was very active, and the prices were very good. The stock was in good condition, and the buyers were very satisfied. The market was very active, and the prices were very good. The stock was in good condition, and the buyers were very satisfied.

How to Awake Fresh as a Daisy Constipation Gone

Works while you sleep, smooth, silent, no more dirty pills or hives. It is the most powerful laxative. It is what happens when you use Dr. Williams' Pink Pills. For mild or pain in the stomach, indigestion, constipation, etc. It has a taste like candy, no sugar, no more dirty pills or hives. It is the most powerful laxative. It is what happens when you use Dr. Williams' Pink Pills.

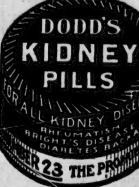
Unloaded his boat on the bank of the river, but a man in a shirt and trousers, who was seen by the police, was taken back to the station. The man was seen by the police, and was taken back to the station. The man was seen by the police, and was taken back to the station.

When the construction is completed at Cache 21, the L.L.C. will be put on the line. The construction is completed at Cache 21, the L.L.C. will be put on the line. The construction is completed at Cache 21, the L.L.C. will be put on the line.

An Imperial Oil man informed us that owing to the difficulty imposed upon the power of the river, the transportation and travel into and out of the north country, the power of the river, the transportation and travel into and out of the north country.

Two other men. On that trip they not only walked the shore off the boat and any living animal they could find by far means or foot, but they appeared with old man starvation on two or three occasions reaching the Yukon.

Wm. Richardson, wester in the African rebellion, A.R.N.W.M., ex-officer, ranger and the best gardener in northern Alberta, resigned his position as fire guard (evidently) last week and opened up a cannery industry on a small scale in the city. Here's success, Hill. We need more of you.



Myers from Country Points. There was a number of cattle and horses on the market this week from country points. The market was very active, and the prices were very good. The stock was in good condition, and the buyers were very satisfied.

W. L. King shipped 43 head of cattle to Wood, Weiler and Co. at St. Paul. W. L. King shipped 43 head of cattle to Wood, Weiler and Co. at St. Paul.

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Don't say crippled! Rub this ointment you rub with 'St. Jacobs Liniment'.

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OFFICIAL PROSPECTUS "The Bridge from War to Peace"

The Minister of Finance of the Dominion of Canada offers for Public Subscription the Victory Loan 1919. 300,000,000. 5% Gold Bonds. Bearing interest from November 1st, 1919, and offered in two maturities, the choice of which is optional with the subscriber as follows: 5 year Bonds due November 1st, 1924. 15 year Bonds due November 1st, 1934. Principal payable without charge at the Office of the Minister of Finance and Receiver General at Ottawa, or at the Office of the Assistant Receiver General at Halifax, St. John, Charlottetown, Montreal, Toronto, Winnipeg, Regina, Calgary and Vancouver. Bonds may be registered as principal or as principal and interest, as hereinafter provided, at any of the above-mentioned offices. Interest payable, without charge, half-yearly, May 1st and November 1st, at any branch in Canada of any Chartered Bank. Principal and Interest payable in Gold. Denominations: \$50, \$100, \$500 and \$1,000.

Issue Price: 100 and Accrued Interest, Income Return 5% per Annum

The proceeds of the Loan will be used to pay indebtedness incurred, and to meet expenditures to be made in connection with demobilization (including the authorized war service gratuity to our soldiers and settlement loans, and other purposes connected with their re-establishment in civil life), for capital outlay upon rebuilding, and other national undertakings forming part of Canada's industrial reconstruction programme, and for the establishment of any necessary credits for the purchase of grain, foodstuffs, timber and other goods which may be spent wholly in Canada.

Payment to be made as follows: 10% on application; 20% December 9th, 1919; 20% January 9th, 1920; 20% February 9th, 1920; 20% March 9th, 1920. The last payment of \$121.25 covers 30% balance of principal and 1.21% representing accrued interest at 5 1/4% from November 1st to due dates of the respective instalments.

A full half-year's interest will be paid on May 1st, 1920, making the cost of the bonds 100 and interest. Subscriptions may be paid in full at the time of application at 100 with the interest, or on any instalment due thereafter together with accrued interest at the rate of 5 1/4% per annum. This Loan is authorized under Act of the Parliament of Canada, and both principal and interest are a charge upon the Consolidated Revenue Fund.

The amount of this issue is \$300,000,000, exclusive of the amount (if any) paid for by the surrender of bonds of previous issue. The Minister of Finance, however, reserves the right to allot the whole or any part of the amount subscribed in excess of \$300,000,000.

All cheques, drafts, etc., covering instalments are to be made payable to the Credit of the Minister of Finance. Failure to pay any instalment when due will render previous payments liable to forfeiture, and the allotment to cancellation. Subscriptions other than those paid in full on application must be accompanied by a deposit of 10% of the amount subscribed. Official Cassenders will forward subscriptions or any branch in Canada of any Chartered Bank will accept subscriptions and issue receipts.

Subscriptions may be paid in full at time of application at 100 without interest, or on any instalment due thereafter, together with accrued interest in time of making payment in full. Under this provision, payment of subscriptions may be made as follows: If paid in full on or before November 15th, 1919, pay without interest or 100%. If remaining instalments paid on Dec. 9th, 1919, balance of 90% and interest (\$90.52 per \$100). If remaining instalments paid on Jan. 9th, 1920, balance of 70% and interest (\$70.84 per \$100). If remaining instalments paid on Feb. 9th, 1920, balance of 50% and interest (\$51.08 per \$100). If remaining instalment paid on Mar. 9th, 1920, balance of 30% and interest (\$31.21 per \$100). Payment of instalments or payment in full after November 15th, 1919, can be made only on an instalment due date.

Denomination and Registration. Bearer bonds, with coupons, will be issued in denominations of \$50, \$100, \$500, and \$1,000, and may be registered as to principal. The first coupon attached to these bonds will be due on May 1st, 1920. Fully registered bonds, the interest on which is paid direct by the owner by Government cheque, will be issued in denominations of \$500, \$1,000, \$5,000, \$10,000, \$25,000, \$50,000, \$100,000, or any multiple of \$100,000.

Form of Bond and Delivery. Subscribers must indicate on the application the form of the denominations required, and the securities so indicated will be delivered by the bank upon payment of subscriptions in full. Bearer bonds of this issue will be available for delivery at the time of application to subscribers desirous of making payment in full. Bonds registered as to principal only, or fully registered as to principal and interest, will be delivered to subscribers making payment in full, or upon the required registration as to principal only, as made. Payment of all instalments must be made at the bank originally named by the subscriber. Non-negotiable receipts will be furnished to all subscribers who desire to pay by instalments. These receipts will be exchangeable at subscriber's bank for bonds on any instalment date when subscription is paid in full. All receipts must be exchanged before 1st June, 1920.

Form of Bonds Interchangeable. Subject to the payment of 25 cents for each new bond issued, holders of fully registered bonds without coupons, will have the right to convert their bonds into bearer bonds, or holders of bonds with coupons will have the right to convert into fully registered bonds without coupons, at any time, on application to the Minister of Finance or any Assistant Receiver General. Forms of application may be obtained from any Official Cassender, from any Victory Loan Committee, or member thereof, or from any branch in Canada of any Chartered Bank.

Subscription List will close on or before November 15th, 1919. DEPARTMENT OF FINANCE, OTTAWA, October 27th, 1919.

Keep Canada's Farms and Factories Busy

The Bulletin Has
All the Local News

UGH PAVING IS
DESTROYED BY
EARLY FREEZING

Damage Piling Up as Result of
Removal Where Paving Was
Raised Between Rails

The present period of cold weather
going to cost the city some thou-
sands of dollars in connection with the
damage done to the paving between
street railway tracks.
On account of this lifting, due to
expansion caused by moisture
which had got under the paving, the
paving had projected over the
tracks, and interfered with the running
of the street cars. In order to keep
cars running whole lengths of
the line had to be lifted out.
City Engineer Haddock states that
some instances freeze snow and
at an inch thick was found under
paving.
On Saturday there were three gangs
men at work taking out the bad
pieces of paving in different parts of
city.
One gang was at work on 109th
st., where pieces were being taken
along the whole length of the
track down to the Parliament build-
ing. Another gang was at work at
10th avenue, where here and there
along the whole length of the tracks
the paving had to be removed,
and the third gang was at
10th street, where more or less in
similar condition.
The expense of these gangs amount-
to something like \$200 per day.
The item is only a very small
portion of the cost. If the paving
is to be replaced, it will cost the
something in the neighborhood of
\$5 per foot, and making the length of
the track, it has been removed it will
be seen that such a project would
cost the city some thousands of dollars.
The city engineer said that the occur-
rence in Seattle's case that city
enormous amount of money spent
in 1918. In Edmonton there is a
slight of the trouble, however, in
proportions, says the engineer.
If a thaw should come, it is sure
to be a lot more of the paving will be
rotted.

TOURIST TRAFFIC
ON PACIFIC COAST
NOW VERY HEAVY

Reservations Sought at Pres-
ent Cannot Be Filled,
Says Agent

Tourist traffic on Pacific coast
is so heavy that all reserva-
tions cannot be filled, according to F.
Pickett, freight and passenger agent
of the Admiral line steamer which
sails for the Pacific coast.
Mr. Pickett is a business visitor to
Edmonton and in conversation Sat-
urday morning expressed the opinion
that tourist traffic to Pacific coast
ports such as Seattle, San Francisco,
Los Angeles and San Diego, would be
later this year than in any previous
year of their history.
He looks for a large number of Al-
bertans to visit California this season
and declared that the early winter
is already causing many inquiries
in Edmonton, Calgary and other
western cities.
The strikes which have been pre-
sented along the coast and which
until now have now terminated,
Mr. Pickett, and as a result in-
creased steamship service is being
offered by all lines operating along the
Pacific coast.
In regard to the Admiral line, he
said that two steamers would travel
from Seattle to San Francisco,
and continue weekly to Los
Angeles and San Diego.

EVEN ONE YEAR
FOR SEDUCTION OF
17 YR. OLD GIRL

Charles Gaudin, Aged 32, Years,
Convicted in Mrs. Murphy's
Court

A sentence of one year imprison-
ment was the penalty imposed by
Justice Mrs. Murphy upon Char-
les Gaudin, 32 years of age, a married man
the father of two children, who
was charged with seducing Cecelia,
a French girl, aged 17.
Evidence submitted proved that the
man made love to the girl and
succeeded in seducing her. She was
found until information had been
given to the provincial police by her
mother.
Inspector Wiper, speaking of the
case, Saturday, declared that seduc-
tion were all too prevalent in the
city and that it was the intention of
the P. P. to check it. "Any man
with an offense such as this can-
not expect to get any sympathy," de-
clared the inspector.

EVEN THREE MO'S.
FOR MAIL THEFT

Liplock Comes Up For Hearing
Before Judge Noel at St.
Albert

Close investigation on the part of
the P. P. resulted in the arrest of
Albert of St. Liplock, charged with
theft of his sister's mail. Appear-
ing at St. Albert before Judge Noel,
Liplock was sentenced to three months
imprisonment. Evidence given proved
that the accused stole a letter which
contained a money order for \$20
and took for his own.

SALES FOR MEDITERRANEAN
The Grand Trunk Pacific railway
announces that the S.S. Regina
Hails will sail from New York on
November 5th for Naples and Con-
stantinople. The steamer ac-
commodation on this steamer will be
of the highest for passengers pro-
vided to Stourman, while cabin pas-
sengers may be booked in the ordinary
way for Naples.

Today The Victory Loan Opens!

Get Your Subscription In!

EVERY Allied country has raised a loan from its people since fighting ended. They have all raised loans for the same purpose—to finish paying for Victory.

Of all that were in the war (from the beginning) Canada is the only one to come out of the struggle stronger than she went into it.

Canada has found herself—spiritually and materially.

With reason and pride we can look to the future, and proclaim Canada indeed A Promised Land.

The Victory Loan which is needed to finish paying war obligations is the very barometer of our confidence in the future.

In the measure of its over-subscription—we will reap the future benefits.

Come through, and come through handsomely.

It was fine enough to buy Victory Bonds when war was on the threshold, but it is the bigger thing to buy them now, when the tumult is over.

Let's show the stuff Edmonton is made of. Let's finish the job and see it through.

Let every citizen of Edmonton to the limit of his ability--

Buy Victory Bonds

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ment for eleven years retiring
public life in 1908.

